

COMMISSIONERS OF PENNSYLVANIA AND MARYLAND—  
TOLLGATES, CUMBERLAND ROAD.

MEMORIALS

OF

THE COMMISSIONERS APPOINTED BY THE GOVERNORS OF PENNSYLVANIA  
AND MARYLAND,

*To erect tollgates on the Cumberland road, after the completion of the  
repairs by the United States.*

JANUARY 19, 1835.

Referred to the Committee of the Whole House to which is committed bill No. 221.

*To the Senate and House of Representatives of the United States in  
Congress assembled :*

The undersigned beg leave to represent, that they have been appointed commissioners, under the act of the Legislature of Pennsylvania, to accept from the General Government so much of the Cumberland road as lies within the limits of that State, and erect tollgates so soon as it is put in such a state of repair as is required by the provisions of that act. That they have every disposition to relieve the Government from the burden of the road, so soon as they can feel themselves justified, under the law, in doing so ; but they beg leave respectfully to represent, that the road has not yet been put in that condition that would enable them to accept of it.

On some parts no more than six inches, and west of the Monongahela river three inches only of metal have been put upon it, and it is apparent that this will be totally insufficient to preserve it under the heavy travel upon that road. Besides, the bridges throughout the whole road remain untouched. Under these circumstances, it is impossible for us, in the discharge of our duty, to accept of it ; and we would most earnestly but respectfully urge upon Congress the propriety of making such an appropriation as will complete the repairs in a substantial manner, as required by the act of our own Legislature. We will not undertake to prescribe the amount which may be necessary ; but, to satisfy your honorable bodies that we are disposed to go as far as the faithful discharge of our duty will permit, we hereby pledge ourselves, so soon as Congress shall make an appropriation of so much money as may be estimated by the department as necessary for that purpose, to accept of the road, and have tollgates erected without delay. We, therefore, beg leave most

respectfully to submit to the wisdom of your honorable bodies to determine *whether it will be better to make the necessary appropriation to justify us in accepting the road, and relieving the Government from all future charge, or to keep it in its present state, subject to annual appropriations for its preservation, as heretofore.*

THO. ENDSLEY.  
STEPHEN HILL.  
DAVID DAWNER.  
WILLIAM F. COPLAN.  
BENJAMIN ANDERSON.

JANUARY 7, 1835.

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*To the honorable the Senate and House of Representatives of the United States in Congress assembled :*

The undersigned beg leave to represent, that they have been appointed commissioners, under the act of Assembly of the State of Maryland, to report to the Governor and Council of said State when that part of the Cumberland road which lies within the limits of said State shall have been put into that state of repair contemplated by the act of Congress, and the act of Assembly of the State of Maryland, agreeing to receive the road and to keep it in repair; that they will, with great pleasure, report the road to the Governor and Council the moment they can with propriety do so. And they beg leave to represent, that they feel authorized to say that the Governor and Council will, with great pleasure, authorize them to receive the road whenever it shall be put in that condition which would justify the State in accepting of it. They further represent, that the road has not yet been put in that condition that would justify them in advising the State to receive it. On some parts of the road no more than three and a half inches of metal has been put, and it is evident that this covering will be totally insufficient to preserve it in a fit state for use under the heavy travel which is constantly passing over it. The bridges also throughout the whole distance remain in a ruinous and dilapidated condition. They further respectfully represent, that the new location from Cumberland, through the narrows of Wills's creek and along Braddock's run, a distance of upwards of six miles, has had but three and a half inches of metal upon it; and the bridge over Wills's creek and the bridges over Braddock's run were to be permanent stone structures, by the act of Assembly of Maryland authorizing the President to change the location of the road. The undersigned are also advised that it is contemplated by the superintendent to put up wooden structures for bridges, in lieu of the stone bridges required by the act of Assembly of Maryland authorizing the change in the location of the road, which would be in direct violation of that act. They further represent, that the floors of wooden bridges must be removed every two or three years, and the whole structure of the bridges themselves must be rebuilt every twenty or twenty-five years.

Under these circumstances, it would be impossible for the undersigned, in the discharge of their duty, to recommend to the State the acceptance

of the road. And they would most earnestly but respectfully urge upon Congress the propriety of making such an appropriation as will be sufficient to complete the repairs on the old road, and to finish the new location in a substantial manner, as contemplated and required by the act of the Legislature of Maryland. The undersigned will not undertake to prescribe the sum which may be necessary for this purpose; but, to satisfy your honorable bodies that they are disposed to go as far as the faithful discharge of their duty will permit; they hereby pledge themselves that so soon as Congress shall make an appropriation of so much money as may be estimated by the department as necessary for the completion of the repairs on the old road, and the finishing of the road on the new location, together with the construction of permanent stone bridges, they will forthwith report to the Governor and Council the state of the road, and recommend that the State receive such part of the road as may be completed, and to collect tolls on it to keep it repair, thereby relieving the United States from any further expense for repairs on such part. They further beg leave most respectfully to submit to the wisdom of your honorable bodies to determine whether it will be better to make the necessary appropriation to enable them to recommend the road as in a fit condition to be received by the State, and thus relieve the Government from any further burden, or to let it remain in its present state, subject to appropriations for its preservation, as heretofore.

JOHN HOYE,  
MESHECK FROST,

*Commissioners of the State of Maryland.*

